

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations

JAPAN COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonomaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milko, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Kokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsubi, Sasahara, Tsubakuro, Yoshietani, Yoshio, Yonekibara and other Coals.

45] S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,
MADAME FLINT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK
OF
LADIES' COSTUMES & MILLINERY
EXCLUSIVE DESIGNS FROM PARIS.

CHILDREN'S COSTUMES and COATS
IN NAVY, CREAM and CARDINAL SERGE.
BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE

Hongkong, 23rd October, 1966. (85)

D. NOMA TATTOOER

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained

by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1964
 55

COLD STORAGE.

A. CHAZALON & CO

THE HONGKONG ICE COMPANY,
 LTD., have now 40,000 Cubic feet of
 JUST UNPACKED.

COLD STORAGE available at **EAST POINT**.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

Manager.

Hongkong, 22nd June, 1905. [71]

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
FISH PASTE FOR SANDWICH.

NIKKO CO.
 WHOLESALE AND RETAIL DEALERS,
 in all kinds of
 JAPANESE FINE ART CURIOS TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET. Hongkong. Hongkong, 28th April, 1906.	(510)	VEGETABLES. Hongkong, 21st July, 1906.	(511)
--	-------	---	-------

Hotels.

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE

H. HAYNES,
Manager. [25]

HOTEL CRAIGIEBURN

Piunket's Gap, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

Hongkong, 2nd July, 1900. MANAGER. 131

VICTORIA HOTEL, MACAO HOTEL,

SHAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS. WM. FARMER, Proprietor
 OCCIDENTAL KING EDWARD

HOTEL. EXCELLENT CUISINE.	HOTEL. A HIGH CLASS PRIVATE HOTEL.
---	--

MODERATE PRICES.

ELECTRIC FANS

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FAN

TO ORDER IN
EVERY ROOM.

(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904.

For Terms, &c., apply to the--
MANAGER,
Hongkong, 4th December, 1905.

100

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POYAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,100 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,393 tons Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a Second Departure about 7 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,179 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 559 " A. McKinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1906.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer	From	Expected	Leave for	On or about
TJIMAH	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
 OF THE

JAVA-CHINA-JAPAN LINE

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKIING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 11th July, 1905.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904.

Ships.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINCESS ALICE, Captain Ch. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 6th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 2 cwt. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	49. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
 HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain Ph. Obenauber, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. —	£18. 10	£14.00	Return £42.00	£27. 15
TO BRISBANE	£30. —	£20. —	£14. —	Return £54. —	£36. —
TO SYDNEY	£33. —	£23. —	£15. —	Return £59. 10	£41. 10
TO MELBOURNE	£34. 10	£24. 10	£16. —	Return £62. 5	£44. 5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	WEDNESDAY, 7th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 21st Nov.
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 21st Nov.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 25th October, 1906.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 70, 608, or 681

Telegrams, "Dock, Yokohama." Codes A. R. C. 4th and 5th Edt.

Liebers, Scotts, 1, 1, and Watkins.

Yokohama, May 23rd, 1905.

139

For Sale.

GREEN ISLAND CEMENT COMPANY,
 LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
 ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag
 ex Factory.

SHAW, TOMES & Co.,
 General Managers.

Hongkong, 2nd October, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER,
 guaranteed strong and pure, and
 in any other particulars.

Price \$1.50 per barrel of 48 bottles (net weight)
 or 6 doz. pints.

Special Prices for Bulk.

Yokohama, 1st October, 1906.

SHAW, TOMES & Co.,
 Hongkong, 1st October, 1906.

FOR SALE.

WELSHACH'S
 IN-DOOR &
 OUT-DOOR
 4-LIGHT
 GAS ARC
 LAMP,
 IN BOXED
 LIGHTS.
 DO. HARP
 LAMP.
 DO. MAN-
 TLES, CHIM-
 NEYS, GLO-
 BES, SHA-
 DES, &c., &c.
 and INCAN-
 DESCENT
 GASOLINE
 LAMP of all
 descriptions
 from best
 makers.
 NAPHTHA
 the best kind
 for GASO-
 LINE LAMP
 and GASO-
 LINE EN-
 GINES, kept
 in stock.

TAI KWONG CO.

109, Des Vaux Road Central,
 Hongkong, 1st October, 1906.

A BROKEN-DOWN SYSTEM.
 This is a condition of disease to which doctors
 give many names, but which few of them really
 understand. It is simply weakness—a break-down,
 as it were, of the vital forces that sustain the system.
 No matter what may be the cause (for they are al-
 most numberless) the symptoms are much the same:
 the more prominent being sleeplessness, sense of
 prostration or weariness, depression of spirits and
 want of energy for all the ordinary affairs of life.
 Now, what is absolutely essential in all such
 cases is a thorough re-energizing.

VITAL STRENGTH & ENERGY
 to throw off these morbid feelings, and experience
 prove that an night's repose the day may be
 more certainly secured by a course of the cele-
 brated life-reviving tonic.

THERAPION No. 3
 than by any other known combination. So surely
 as it is taken in accordance with the printed
 directions accompanying it, will the shattered
 health be restored.

THE EXPIRING LAMP OF LIFE
 LIGHTED UP AFRESH,
 and a new existence imparted in place of what
 had so lately seemed worn-out, "used up," and
 valueless. This wonderful restorative is purely
 vegetable and innocuous, is agreeable to the taste,
 suitable for all constitutions, and is sold in
 either sex; and it is difficult to imagine a case of
 disease or derangement, whose main features are
 those of debility, that will not be speedily and
 permanently benefited by this never-failing recu-
 perative essence, which is destined to cast into
 oblivion everything that had preceded it for this
 wide-spread and numerous class of human ailments.

It is sold by the principal
 Chemists throughout the world. Prices in England,
 2/6 and 4/6. Purchasers should see that the word
 "THERAPION" appears on British Government
 Stamp (in white letters on a red ground), affixed
 to every package by order of His Majesty's High
 Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,
 Hongkong, China and Manila.

To Let.

TO LET.

A FURNISHED ROOM at the PEAK,
 easy distance from Tram Station, with
 or without Board.

Address—

"S. A. M."

C/o Office of this Paper.

Hongkong, 27th October, 1906. [1043]

TO LET.

A FLAT and THREE ROOMS, near the
 Hongkong Bank, suitable for Offices.
 Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
 the Water, suitable for the storage of any
 cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
 GODOWNS (suitable for Dry Goods
 Storage) at No. 14, Des Vaux Road Central,
 formerly occupied by Messrs. Shaw, Tomes
 & Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. — [949]

TO LET.

OFFICES in KING'S BUILDING and
 YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
 duet Road.

A HOUSE in RYON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.

Hongkong, 5th September, 1906. [72]

TO LET.

A HOUSE in KNOTSFORD TERRACE,
 KOWLOON.

Intimation.

Powell's

GENTLEMEN'S
DEPARTMENT,
(OPPOSITE THE CLOCK TOWER).SMART
BOWLER
HATS,

Fine Quality,

Newest Shapes,

\$4.50

\$7.00

\$8.50

NEW
SOFT
FELTS,

Brown, Grey, Slate,

Fawn and Black,

\$4.50

\$5.50

\$6.00

HIGH-CLASS
HEADGEAR.

Splendid Value.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 25th October, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

FOUND.

IN the Lavatory of the KING EDWARD HOTEL,
on Tuesday night, one PLAIN GOLD
RING. Owner can have same on proving
ownership by applying toCaptain. LEWINGTON,
S.S. *Hoi Tin*.

Hongkong, 27th October, 1906.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAD
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREM

&c. &c. &c.

O. SPECIAL UNDER SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Dordogne* and *Malapou*, from Havre
ex s.s. *Dordogne*, and from Bordeaux ex s.s.
Verdun and *Ville de Dunkerque*, in connec-
tion with above Steamers, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 5th November, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 5th November, or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 5th November, at 3 P.M.
No Fire Insurance has been effected.G. DE CHAMPEAUX,
Agent.

Hongkong, 29th October, 1906.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. the 31st instant, will be
landed at Consignees' risk and expense. Claims
for rain damage to Cargo landed into Godown,
at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th October, 1906.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazar-
dous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 30th instant, at
9.30 A.M.All Claims must reach us before the 5th
November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 27th October, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 1st November, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWITT,
Superintendent.

Hongkong, 26th October, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undeliv-
ered after the 31st instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
7th November, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th October, 1906.

THE JAPANESE RICE CROP.

SOME UNFAVOURABLE REPORTS.

The prospect of the rice crop for 1906, which
promised to be an exceptionally abundant one,
has undergone a great change lately, and the
outlook is now considered somewhat unfavour-
able. A Japanese paper states that in Tokyo,
Saitama, Chiba, and Kanagawa Prefectures
the grain is very unsatisfactory, though the
plants have grown very well. In these places
the harvest, it is feared, will not exceed four to
per cent (300 subo) such an unfavourable
state of affairs is not confined to the neighbour-
hood of Tokyo. The condition of the rice
crop is worse in the north-eastern provinces,
especially in the districts along the Pacific
coast. In some places in Fukushima and
Niyagi, the crops are again almost entirely
ruined, though the general condition is better
than last year. In Yamagata, Akita and the
Hokkaido, the crop promises to be a fairly
good one. In Niigata and Toyama the harvest
is estimated to be about that of a normal year.
The failure in the Tokaido district is attributed
to the gloomy weather and low temperature
prevailing at the beginning of the autumn.In the districts along the Japan Sea coast
the weather has been comparatively favourable.
In the Kwaasai district and Kyushu, every-
thing has been favourable for the rice crop,
and the growth of the plants has generally
been very good. The result of the harvest in
these districts is estimated to be above that of
a normal year. Generally speaking, the result
of the harvest this year may be estimated at
not less than 43,000,000 koku. This estimate
shows a decrease of about 8,000,000 koku on
the first forecast issued by the Department of
Agriculture and Commerce and a decrease of
about 5,000,000 koku from the second forecast
that was published.

INCREASE IN SILK SUPPLY.

THE WORLD'S OUTPUT HAS DOUBLED IN THE
LAST THIRTY YEARS.The world's supply of raw silk has doubled
in the last thirty years according to the semi-
annual review of the *American Silk Trade*,
which was issued last month by the Silk Asso-
ciation of America. Continuing the review
says:In 1904-05 China furnished 26.7 per cent.
of the world's supply of raw silk and the per-
centage of American consumption was 17.6. Japan
furnished 29.8 of the total supply, of which
America consumed 46.6 per cent. Italy furnished
25.7 per cent. of crop and America consumed
35.7 per cent. of Italian silk. France fur-
nished 3.3 per cent. of the world's supply and
French silk formed 4.5 per cent. of American
consumption. Other countries furnished the
14.5 per cent remaining, and American con-
sumption of raw silk other than previously
enumerated was 5.6 per cent.In regard to the present status of the indus-
try the report says:In midsummer it is generally the case that
the silk mills of the United States are not
active in the broad silk weaving branch of the
industry, and, being closely related thereto,
various other branches, as throwing, skein
dyeing, etc., are also inactive. The spring
season is not yet opened, and even at its
best in good years the full trade in broad
silk fabrics is usually not greater than one-
half of the spring trade.In this particular season there is greater
suspension than usual of activity in these
particular branches of the industry in this
country, and it is a conservative estimate
that for the past three months idle broad
silk looms have averaged one-half of the entire
equipment in the United States. In some
sections of the country not more than one-
third of the broad silk looms have been
actively employed, and in some mills there has
been practically entire suspension of activity.
The result, however, will be healthy, for so
long as conservation of manufacture continues
in the present state there will be no surplus
stock of goods manufactured to be sold at
bargain prices.One of the reasons for the decrease in the
consumption of raw and spun silk by cotton
manufacturers, the review says, was a change
in 1904, when a demand sprang up for plain
white goods, making the mixed silk and cotton
goods a drug on the market.

"LIFE" OF A BANK NOTE.

45 AVERAGES SIXTY-TWO DAYS, £500 NOTE
ONLY ELEVEN DAYS.Mr. Ernest Codrington, an inspector of bank-
notes at the Bank of England, was called as a
witness at Old-Sireet Police Court, and in his
evidence furnished the following table show-
ing the average "life" of various bank of Eng-
land notes:—£5 note 62 days.
£10 note 58 days.
£20 to £100 note 39 days.
£200 to £500 note 11 days.
£1,000 note 55 days."It may seem strange a first sight,"
said an official of the Bank of England to a
representative of the *Over-Sea*, "that a
£1,000 note should have a much longer
life than a £200 note, and one prac-
tically equal to that of a £5; but here
is the probable explanation: Five-pound notes
are in great demand, and they are passed from
holder to holder, and do not return to the bank
for some little time. Notes of from £200 to
£500 are more quickly returned, as on account
of their value they are soon paid into a bank;
and so find their way here. Of course, as soon
as a note is returned to the Bank of England
its life is at an end, for it is destroyed."On the other hand, £1,000 notes are almost
exclusively issued to other banks, where they
are held as a reserve, and some time may
elapse before they are paid out to customers.
"It is true that if a note never comes back
the bank profits to that amount; but we can
never tell when these so-called missing notes
may be presented, and whenever presented
they must be cashed."

WIVES FOR THE COLONIES.

TOUCHING APPEALS FROM LONELY
BACHELERS.Healthy women with the colonising instinct,
a liking for household work, and ambitious
matrimonially may now find suitable opportu-
nities through the medium of the Salvation
Army.That organisation is receiving almost daily
applications from servantless or wifeless Brit-
ishers in our Colonies. Arrangements have
just been completed for sending to British
Columbia a number of household helpers re-
quired by settlers in that part of Canada; the
employers—in some cases prospective hus-
bands as well—defraying part of the fares.As a servant-registry-cum-matrimonial-
agency the Salvation Army is at present send-
ing out women to the Colonies at the rate of
between 300 and 400 a year. Pathetic ap-
peals from lonely would-be husbands living in
remote districts are constantly being received
at the Army's headquarters, but no assistance
is rendered unless the officials are satisfied of
the honour and integrity of the applicants.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Trustee in Bankruptcy,
to sell by

PUBLIC AUCTION,

At CHEUNG SHUN KOO, Bankruptcy No. 19
of 1906,
ON

FRIDAY,

the 2nd November, 1906, at 2.30 P.M., at No. 1,
Ormsby Terrace, Kowloon,

SUNDAY

HOUSEHOLD FURNITURE,

Comprising:—

TAPESTRY-COVERED DRAWING
ROOM SUITE, BLACKWOOD SOFAS and
CHAIRS, IRON BEDSTEDS and BED-
DING, TEAKWOOD WARDROBE with
GLASS, WASHSTANDS, TEAKWOOD EX-
TENSION DINING TABLE and CHAIRS,
OVERMANTELS, PICTURES, GLASS and
CROCKERY WARE, COOKING STOVE
and UTENSILS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 26th October, 1906.

PUBLIC WORKS DEPARTMENT.

THE following description and terms of the
proposed lease of certain Crown Land at
North Point, comprising portions of the fore-
shore and sea bed, are published under the
provisions of The Foreshores and Sea Bed
Ordinance, 1901.

W. CHATHAM,

Director of Public Works.

Hongkong, 30th August, 1906.

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be held
on MONDAY, the 5th day of November,
1906, at 3 P.M., at the Offices of the Public Works
Department, by Order of His Excellency the
Governor, of TWO LOTS OF CROWN LAND,
at North Point, in the Colony of Hongkong,
for a term of 75 years, with the option
of renewal at a CROWN RENT to be fixed
by the Surveyor of His Majesty the KING, for
one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.
			N.W.	S.E.	N.E.	S.W.		
		feet	feet	feet	feet			
1	Marine Lot No. 23	North Point.	130-4	130	130	130	40,030	688

Hongkong, 27th October, 1906.

Hongkong, 27th October, 1906.

PUBLIC WORKS DEPARTMENT.

THE following description and terms of the
proposed lease of certain Crown Land at
Sham Shui Po, comprising portions of the fore-
shore and sea bed, are published under the
provisions of The Foreshores and Sea Bed
Ordinance, 1901.

W. CHATHAM,

Director of Public Works.

Hongkong, 20th September, 1906.

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be held
on MONDAY, the 5th day of November,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of TWO LOTS OF CROWN LAND,
at Sham Shui Po, New Kowloon, in the
New Territory, in the Colony of Hongkong,
for a term of 75 years, commencing 1st
July, 1898, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of His Majesty the KING, for one further term
of 21 years less 3 days.

PARTICULARS OF THE LOT.

"that longer pract here notes from the bank 200 to account bank; is soon	No. of Sale	Registry No	LOCALITY	Boundary Measurements.				Contents in Square ft
				N.E.	S.W.	S.E.	N.W.	
				ft.	ft.	ft.	ft.	
		New Kowloon Island Lot No. 66.	Sham Shui Po	150	150	150	150	90,000.
		No. 67.	Do.	87	87	130	130	11,125.

Hong'kong, 27th October, 1906.

Hongkong, 27th October, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 26th September, 1906.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs, and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place,
at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies
of women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scorbuta, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Boyce says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

HARBOUR NOTIFICATION.

IT is hereby notified that DIVERS' BOATS
or LIGHTERS RAISING MOORINGS
or WRECKS must exhibit RED FLAG in the
day time and RED LIGHT at night.
Masters of Vessels are requested to show
consideration with regard to speed when pass-
ing such boats.

CHARLES WILLIAM BECKWITH,

ADVERTISEMENT.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASOALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

[34]

ALL communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per copy.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

Died to-day at 12.15 p.m. at Government Civil Hospital, CHARLES F. FOCKEN, aged 42 years, Superintendent Engineer, Norddeutscher Lloyd, Hongkong.

The funeral will pass the Monument on Wednesday, the 31st of October, 1906, at 8.30 a.m.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 30, 1906.

THE SHANGHAI DOCK SCHEME.

In communities constituted like those of Hongkong and Shanghai, where, considering the size of the population, a very large number of enterprises are controlled by the foreign firms whose interests often do conflict with one another, it is not surprising that in every new scheme which is projected one of the features of the new undertaking is that it encroaches upon the close preserves of some existing concern similar in purpose and object to the Company depending upon public support for its successful flotation. One of the latest of these joint-stock ventures is that which has been exercising the minds of a large number of investors and speculators alike in Shanghai. We allude to the proposal submitted by a number of shareholders of the Shanghai Dock and Engineering Co., Ltd., to form a Wharf and Godown Co. as a separate and distinct undertaking from the parent Company by a conditional purchase of the surplus property of the Dock Co. for the special purpose. The proposition, which concerns shareholders principally, is not without interest to the general community in general, since the provision of greater facilities for the more expeditious handling and storing of merchandise in a trading centre of the importance of Shanghai cannot be regarded

too lightly by the general interests affected. It is an important commercial axiom that for the trade of any port to flourish the first attractiveness thereof should be in the cheapness and facility with which cargoes of merchandise can be rapidly and safely handled. We believe it to be the object of the promoters of the new Company in Shanghai that, were their scheme to be accepted and carried to fruition, the main feature of the Company's operations in its relation to shippers and importers will be that the Company will provide the latest labour-saving and up-to-date appliances and contrivances for handling cargo, from steamer to godown and vice versa, and to this end have put forward in their draft scheme of development of the properties to be acquired the provision of electric lifts, electric lights, rails, trucks, cranes, lifts, etc. So much for the objects of the Company which, as tending to increase the trade facilities of Shanghai and as providing greater accommodation for the storage of merchandise, which at one time in the history of another Company had actually to be turned away for want of space, should be welcomed by the business people of the Northern Settlement. Discussing the merits of the scheme as more intimately associated with the shareholders of the Shanghai Dock and Engineering Co., Ltd., our attention has been directed to the subject by the special telegram of our Shanghai correspondent who stated that the proposal was subjected to severe criticism. The letter from an anonymous contributor ("Warning") to the *W. C. D. News* animadverting on the proposal under discussion was reproduced in our last issue, and the only other criticism appearing in public print to reach us is an editorial devoted by the *Shanghai Mercury* of the 23rd inst. to discourage the consummation of the enterprise. Alluding, in the first place, to the leading article of our contemporary it may serve some useful purpose in enlightening Hongkong shareholders of the Shanghai Docks were we to point out the egregious error into which the *Mercury* had fallen and, consequently, in establishing its deduction as uncomplimentary to the promoters of the proposed Wharf Co. as it is false, based as it was on wrong premises. The *Mercury* concedes the fact that "it is true that wharf companies are at present paying concerns, but the profits realised by these companies are largely owing to a congestion of cargoes. Four or five years hence, which is about the time which would be required to place the proposed company in a position to earn dividends, it is probable that the present congestion will have entirely disappeared, and the present wharf companies may then be in a position to easily handle all cargoes arriving at Shanghai, while the new wharves will be finished on the Pootung side, therefore it is by no means certain that large dividends would be earned." The writer believes that "it is probable that these considerations will weigh largely with shareholders and under the present circumstances he will not be surprised if the proposals are rejected." And to further discourage the proposal the criticism is concluded with the belief that "the scheme is merely a speculative bubble." The promoters of the Wharf Company will appreciate at its true worth the compliment offered to their business integrity. On the authority of our contemporary, if the conditional offer for the purchase of the part property of the Dock Co. is accepted by its shareholders, the provisional directorate of the new company is to consist of Messrs. A. M. Marshall, C. R. Burkill, S. A. Hardoon, L. Bridou, H. de Gray, and W. H. Barham. Here is a board of gentlemen who can lay claim to as much confidence in the administration of the affairs of a public company as the duly appointed directorate of any other existing joint-stock undertaking. Examining the constitution, individually, of the suggested board, the gentlemen who have agreed to carry through the flotation of the new company are one and all connected with one or other of the important shipping and mercantile firms in Shanghai. As agent of the Peninsular and Oriental Steam Navigation Company at Shanghai, the association of Mr. A. M. Marshall, in the capacity of a director, with a Wharf Company is an acquisition certainly to be appreciated. Mr. C. R. Burkill, of the firm of silk inspectors of Messrs. A. R. Burkill & Sons, is too familiar a figure to need commendation, and the influence he can exercise is not to be despised. Mr. S. A. Hardoon, the local manager of the important firm of Messrs. E. D. Sassoon & Co., is a factor to be considered in the import business of Shanghai especially in the class of merchandise from India which finds such a big market in Northern China, viz., cotton yarn. The Messageries Maritimes are represented by Mons. L. Bridou. And who will question the desirability of his connection with the board in the interests of the Company? We cannot trace the name of Mr. H. de Gray in the *Directory*. The last name in the list is that of Mr. W. H. Barham whom we know as the *tailor* of Messrs. Macgregor Bros. and

Gow of Shanghai. We have gone into these details to show that far from being the "speculative bubble" which the scheme is made to appear, it originates from men of standing whose controlling voices in the management of such institutions as the P. & O. Co. and the M. M. Co. and of the world-reputed Indian firm of Messrs. Sassoon & Co. are a guarantee of the success of the very scheme they are best calculated to promote. To dispose of the *Mercury's* assertion that the present companies are paying concerns because the profits realised are largely owing to a congestion of cargoes which it is probable will entirely disappear in four or five years, it is unnecessary to indulge in any hypothetical assumptions. All that is needed to disprove the pessimistic theory is a reference to the statement of the Chairman at the meeting of the Shanghai and Hongkew Wharf Co., on the 26th March last. In reference to the report for 1905, Mr. W. J. Gresson said:—"The year under review has been the most prosperous the Company has yet enjoyed; the godowns have been filled with cargo and our storage accommodation has not only been taxed to the utmost, but, to our great regret, we have had to turn business away for want of space." Speaking on the necessity of increased godown accommodation the Chairman of the Hongkew Co., on the same occasion, is responsible for the following statement:—"After mature consideration, a building programme has been sanctioned, entailing an expenditure of close on five lacs of taels." The opinion of those in a position to form an adequate estimate of the requirements of the port in the matter of increased wharfage and more warehousing accommodation is just the reverse of that expressed by the journal in Shanghai from which we quote. Let the Northern port should fall into the same error as our Sister Colony of Singapore where Government had to step in to make adequate provision for the shipping and trade requirements of the Colony by the expropriation of the Tanjong Pagar Dock Co. with its wharves, etc., our Northern neighbours would be well advised to take time by the forelock and press to completion a scheme fraught with the maximum advantage to the shareholders of the Dock Co. by whom entirely the acceptance or rejection of the project must be decided.

LOCAL AND GENERAL.

THE engagement is announced, and the marriage will shortly take place, of Captain Sir William Jardine, of Appleby, Bart., 3rd King's Own Scottish Borderers, and Eda Gordon, daughter of Mr. Henry Johnston Younger, of Benmore and Kilgann, and Mrs. Younger, Benmore, Argyllshire.

P. G. 112 BERNIE summoned the master of the steam launch *Wai On* before Mr. F. A. Hazland, this forenoon, at the Police Court, for carrying fifty-seven passengers in excess on the 26th instant. The *Wai On* is a Vau-mati ferry launch. The master admitted the charge and a previous conviction and was fined \$75.

We understand that, now that the new British Minister to China, Sir J. N. Jordan, has arrived at Peking, and commenced his duties, an effort will be made to induce the British Government to take seriously in hand the question of the railway concessions in China. In all probability the matter will be taken up in the House on its reassembling.—*L. & C. Express.*

A RUSTIC of Kiango, Miyano-mura, Koko district, Fukuoka Prefecture, while levelling forest land on the hill-side in the village recently unearthed an old earthenware jar, which contained a quantity of ancient Chinese and Korean coins. The jar is described as being eighteen inches high and 31 feet in circumference, and in the opinion of experts was probably made during the Toyotomi régime, about three hundred years ago.

THE s.s. *San Cheong* still lies submerged alongside the west side of the Hillier Street Wharf. Divers have already placed two wire hawsers round her, while a third is expected to be in position in a day or two, when efforts will be made to lift her. It is expected that the s.s. *Kwongchow* will be raised very shortly and got ready for docking, while the s.s. *Hongkong*, which turned turtle, is so full of air that she is kept up, and it is anticipated that the work of raising her will be an easy task.

A VISITOR to the Volunteer Camp complains strongly, at the behaviour of some of the volunteers on Sunday evening. He states that there was an arrangement for a launch to return to Hongkong at 6.30 p.m. to convey returning guests to this side, but owing to the conduct complained of it was past eight o'clock when she got away. As the time set for the departure of the launch was a very convenient one, a number of ladies elected to return by her. But, says our informant, when it came to embarking the volunteers with their bags and baskets in their hands made a rush for the boat hustling and jostling everybody out of their way, so that whoever else might miss that launch at least they would not. As a result, several ladies were badly jostled about, while in two instances small children were nearly knocked into the water. "It was a disgraceful scene," concludes our informant, "for nothing could have been more unmanly or unmannerly than the behaviour of men from whom, being Citizen Soldiers, better things might have been expected."

DEATH OF MR. CHARLES FOCKEN.

It is with much regret that we have to announce the death of Mr. Charles Focken, Marine Superintendent of the Norddeutscher Lloyd S. N. Co., which event took place at about 12.30 p.m. to-day, at the Government Civil Hospital, the immediate cause of death being the formation of a clot of blood on the brain. The deceased, who had been ill for some time, and laid up at his residence in Kowloon, grew worse, and suddenly became delirious, and in consequence was removed to the Government Civil Hospital, where, as we have stated, in spite of all that medical care and attention could do for him, he succumbed to-day. Mr. Charles Focken served for many years in various capacities in the Scottish Oriental S.S. Company, until it was merged in the Norddeutscher Lloyd, when he joined the latter company as assistant Marine Superintendent, and had but lately been promoted to Superintendent in that Company. Although a very quiet, retiring man he was a man of high degree and very popular with all with whom he came in contact, either socially or in business, and by them he will be much missed. Deceased, who was only 45 years of age, leaves a widow and one child in Kowloon and two elder children at school at home to mourn his loss, and with them the greatest sympathy is felt at their untimely bereavement. We have been requested to state that the funeral will pass the Monument at 8.30 a.m., to-morrow, the 31st inst. No flowers.

KOWLOON RICKSHA COOLIES.

A SEVERE SENTENCE.

From the decision of a case which he gave at the Police Court to-day Kowloon ricksha coolies will not have an easy time when they come before Mr. F. A. Hazland in the future, for he has decided to put a stop to their impertinence.

A Chinese woman, who was represented by Mr. E. J. Grist, of the firm of Messrs. Wilkinson and Grist, summoned a Kowloon ricksha coolie, of vehicle 108, before Mr. F. A. Hazland, this morning, for refusing to accept hire while disengaged. The ricksha coolie denied the charge, and evidence was heard.

Mr. Grist, in addressing the Court, remarked that his client had had trouble before with Kowloon ricksha coolies. He drew the Court's attention to the fact that the coolies on the peninsula had been giving a good deal of trouble lately to Kowloonites, and that there had been a good deal of comment in the local newspapers of their conduct. A coolie, continued Mr. Grist, was fined some days ago for a similar offence and it appeared to him that fines did not affect them nor did it act as a deterrent to others. He would therefore ask his Worship to deal with the defendant severely so that others might take note.

His Worship fined the coolie \$25, with the alternative of two months' imprisonment with hard labour, and in lieu of \$1 of the fine to be exposed in the stocks for six hours.

THE YANGTZE STEAMSHIP SERVICES.

PROGRESS OF THE AMALGAMATION SCHEME.

Negotiations to effect the incorporation of the Yangtze services of the four Japanese steamship companies—the Nippon Yusen Kaisha, Osaka Shosen Kaisha, Nanyang Steamship Company and Daito Steamship Company—are reported to have made considerable progress. It is expected that on the return of Mr. Kondo, President of the Nippon Yusen Kaisha, from his tour in South China, the arrangements will be practically completed.

The Osaka Shosen Kaisha and the Nanyang Steamship Company are both receiving subsidies from the Government for their Yangtze services, and it is considered necessary for the Government to re-adjust the subsidies on the incorporation by increasing grants for the extension of the service. The authorities of the Department of Communications are now investigating the matter.

CHAN Tai, a fifteen-year-old boy, who said he was employed on a water-buff, and admitted a previous conviction, was charged before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of larceny. Chan was said to have entered the premises of the Royal Dutch Petroleum Company, at North Point, yesterday, and stole a quantity of copper nails and some copper sheeting. On the way out he was arrested by the Company's watchman. He pleaded guilty to the charge and was ordered to receive twelve strokes of the birch and to be confined in goal for two days.

With a swelling over his left eye as large as a good-sized tomato, Cheong Chik, a carpenter, employed in a carpenter's shop, at No. 25, Upper Lascar Row, made a complaint to Inspector Ritchie yesterday afternoon, that he was assaulted, and was sent to the Government Civil Hospital for treatment. In consequence of the complaint Wong Lam, a shoemaker, residing on the first floor of the same building as that of the carpenter, was arrested. The complainant, with a bandage over his eye, appeared at the Police Court this morning to prosecute his assailant. He said that he occupied the ground floor of No. 25, Upper Lascar Row and accused the first floor, O. late he and his wife have been annoyed by water from above dripping down on them while they were at work. There was a repetition yesterday afternoon, and he shouted to the men above to stop it. Accused came down holding a hammer, and without saying a word, struck complainant over the left eye with the hammer, knocking him over. The charge was proved and the shoemaker was fined \$20.

CANTON DAY BY DAY.

Canton, 29th October. The intermediate stations on the Canton-Fanshan Railway are buildings of mats and bamboo. Owing to the dry season, passing engines, with their flying sparks have set fire to a few of these, during the last week or so, completely consuming them. The Yue-Han Railway Co. has now decided to erect, in their places, more substantial buildings, of foreign wood and iron, in Western style.

ANOTHER FIRE. Yesterday (Sunday) at two o'clock, a fire broke out in a restaurant, inside the city walls at Yuk Yin Fong, near the Confucius Temple. The fire raged fiercely until about 4.30 p.m. and destroyed, in all, about thirty buildings. The fire originated from matting on the roof of the eating house.

Last Saturday, two pirates, who were connected with the *Saitan* outrage, were beheaded in the execution grounds, in the presence of the British Consul and the Chinese authorities. One of them was a ringleader of the gang and was captured in Kowloon, on the 15th September last, a reward of \$3,000 being offered for his apprehension.

CANTON-HANKOW RAILWAY.

A PESSIMISTIC VIEW.

[From a Correspondent.]

Canton, 29th October. H.E. Leung Ding Fan, a Cantonese, at present holding high office under the Imperial Government at Hupoh, has sent a despatch to Mr. E. Chow Fu, Viceroy-designate of the two Kwang, en route to Canton, in which he states that at the present slow rate of progress with the work and arrangements for the Canton-Hankow Railway, the Kwangtung community will never be able to complete the line with anything like expedition. H.E. Leung Ding Fan also mentions that between himself and the members of his family they own \$100,000 worth of shares in the enterprise, and he has therefore prayed H.E. Chow Fu to come quickly and endeavour to get things pushed along as speedily as possible. No reply has so far been received from the Viceroy-designate.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board room, this afternoon, the usual members being present, when the following business was transacted:—

GENERAL CLEANING.

The President moved: That the Board, under section 14 (2), of the Public Health and Buildings Ordinance of 1903, appoint a select committee, consisting of the President, Mr. Fung Wa Chiu and Mr. Lau Chi Pak, to consider all complaints arising in connection with the general cleaning.

Mr. Lau Chi Pak said: I think the select committee should also be authorized to arrange all the details in connection with the general cleaning as before 1905.

The Hon. the Principal Civil Medical Officer moved: The details are arranged for departmentally.

CITY REFUSE.

An application was submitted, relative to the supply of junks for the disposal of City refuse, by Ng Kwong, contractor, in which he said that in view of the difficulty at present experienced by the sanitary authorities in the disposal of the refuse from the City of Victoria, owing to the want of dust boats, he would venture to offer his services for supplying sea-worthy junks, with the necessary crew for the work.

With his past long experience of the City scavenging work he might safely say that the light hired by the Government to take the refuse out to sea is far from being sufficient to meet the present requirements, and a nuisance is caused by the accumulation of refuse on the Praya. He asked what arrangements were being considered by the Government, stating, he thought, the Board was entitled to know all the details.

SOUR ORANGES.

ALLEGED ASSAULT ON JEWISH LADY.

Kam Wa, a coolie, employed in stalls Nos. 40 and 42 of the Central Market, was arrested yesterday afternoon and removed to the Central Police Station on the complaint of Mrs. Elias, a widow, residing at No. 6, Chancery Lane. The complaint lodged against the coolie was that of assault. Mrs. Elias stated that yesterday afternoon she went to a fruit stall in the Central Market and inquired of the prisoner the price of oranges. The coolie gave his price. Complainant decided to taste one of the oranges and if it was sweet—as the coolie said it was—she would then purchase two cabbages. The coolie consented. Attempting to look at the orange she cut in half and the lady proceeded to sample a portion of it. After this was accomplished she told the coolie that the orange was sour and that she did not propose to do any business with him. She was on the way to the next stall, when, as it is alleged, the coolie picked up the other half of the orange that was lying on the counter and struck complainant on the back with it.

The case came on before Mr. F. A. Hazland, at the Police Court this morning, and it was remanded to allow complainant to produce witnesses to support her allegation.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI SIKH POLICE.

INQUIRY INTO GRIEVANCES.

[From Our Own Correspondent.]

Shanghai, 30th October,

12.10 p.m.

Major Hall and a Jemadar have arrived here from Tientsin to inquire into the Sikh Police grievances.

INDIAN POLICE RECRUITS.

OFFICIAL NOTIFICATION.

[From Our Own Correspondent.]

Shanghai, 30th October,

12.10 p.m.

An official notification regarding the recruiting of Indian Police for the Foreign Settlements has been published at Tientsin.

SANITARY BOARD "IN CAMERA."

At the meeting of the Sanitary Board this afternoon, Leung Yu, the City scavenging contractor, submitted an application for payment of the balance of his scavenging bill for last month, according to contract, as soon as possible. On the 1st inst., he was only paid in part, little more than half the amount due to him. He did not know what object the Board had in keeping back his money, but he would point out that having lost heavily—in fact nearly all his capital over this contract—the only remnant of his capital being his boats, which were all destroyed by the typhoon of the 18th ult., he was more in need of money than ever, to enable him to pay his men, so that they can continue the scavenging work. By keeping back this money the Board prevented him from getting the work done expeditiously. Furthermore he learned that the Board was engaging his sub-contractor, Sham Lu, to do the work at the exceptionally high rate of 60 cents to \$1 per cart-load of refuse removed, some of the dust-carts being taken away from the complainant at eight o'clock in the morning, which of course threw his work out of order, as on account of the higher pay, the sub-contractor takes complainant's scavengers and works for the Board instead of for him. This naturally makes it difficult for the latter to differentiate between which cart-load is removed for the Board and which for him, as the sub-contractor uses the same carts and the same men. Thus, there is every chance of him charging twice for the same work. He therefore requested the Government to buy some new dust-boats, as his own were destroyed, and these could then be taken over by the next contractor at cost price.

The Hon. the Principal Civil Medical Officer said the matter had been settled by the Government.

Mr. Shelton Hooper asked where was the letter from the Government to the Board, stating that they have settled the matter.

The Hon. the Principal Civil Medical Officer said there was no letter from the Government to the Board; the information was conveyed by a minute from the Colonial Secretary in a C. S. O.

Mr. Lau Chi Pak said: I should like to know if the contractor's complaint that his work has been given to his sub-contractor was well-founded. How has the matter been settled? It appears that things are now done in camera by the Sanitary Department.

ON the authority of Mr. Takeda, the Governor of Yamaguchi, the *Tokio Mainichi* states that a remarkable piece of crystal has been discovered on a hill at Masutomi-mura, Kita-Koma district, Yamaguchi Prefecture. It is four and a half feet long and a foot and a half thick, weighing over 10,000 lbs. The sum of ¥150 has been given by the Society of Yamaguchi towards the cost of transporting the crystal to the forthcoming exhibition at Yamaguchi. The largest piece of crystal previously known was only about eight inches in diameter, valued at ¥18,000.

SHIPPING AND MAILS.

MAILS DUE.

Australian (Eastern) and prox.
English (Malta) and prox., 6 a.m.
German (Hilow) 7th prox.
Canadian (Athens) 15th prox.

The s.s. *Kas-Bera* left New York on 23rd inst., and is due here on or about the middle of December.

The H. A. L. s. *Rhenania* from Hamburg left Singapore for this port on 30th inst., at 8 a.m., and may be expected here on 4th prox.

The C. P. R. Co.'s s.s. *Tartar* arrived at Kobe at 8 p.m., on 27th inst., and left again at 2 a.m., Sunday, for Yokohama, where she is due to arrive at 6 a.m., on 29th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 9.30 a.m., on 29th inst., and leaves again at 6 p.m., same day, for Kobe, where she is due to arrive at 9.30 p.m., on 30th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CASTRO SENTENCED.

SIX MONTHS HARD LABOUR.

[From Our Own Correspondent.]

Shanghai, 30th October.
2.35 p.m.

R. Castro, who was charged for stealing five diamond rings, the property of Messrs. Hope Brothers, on Tuesday, September 4, has been sentenced to six months' imprisonment with hard labour.

[Reuter's.]

The Japanese in British Columbia.

LONDON, 28th October.

The Japanese ship *Suian Maru* has been arrested for smuggling Japanese passengers into British Columbia.

The United States and Japan.

President Roosevelt has instructed Secretary McCall to make a thorough inquiry into the Japanese ship *Suian Maru*. He feels that every effort should be made to accord the Japanese treaty rights, and hopes that the efforts of the Government will allay the anti-American feeling in Japan.

Later.

In connection with the trouble in San Francisco, Mr. Root upholds that article No. 6 of the Constitution can, when invoked, compel a State to observe an international treaty.

Russia.

A bomb was thrown in St. Petersburg at a van conveying Customs money to the treasury. £38,600 was captured. Several were killed and wounded.

The throwers of the bomb escaped.

THE JAPANESE IN SAN FRANCISCO.

"PROS" AND "CONS" OF THE EXCLUSION MOVEMENT.

An Oakland message to the *Asahi* states that the Japanese Association in San Francisco has made repeated protests to the Board of Education against the exclusion of Japanese children from the public schools, but without result. Over 200 Japanese children are now out of school. The Japanese residents are taking steps to institute legal proceedings against the Board of Education and a general meeting of Japanese was to be held yesterday (23rd).

The telegrams received at San Francisco from Japan, conveying details of Japanese public opinion on the action of the education authorities—especially the leading articles of the *Asahi*—appear to have made a very strong impression in America. A conference of American pastors now being held at Oakland has adopted a resolution condemning the course taken by the San Francisco authorities. It appears that the Governor of the State of California has received instructions from Washington in regard to the agitation, and immediately communicated these instructions to the Mayor of the city.

A number of Japanese restaurants in San Francisco have found it impossible to carry on business on account of the threatening attitude of the Americans. On Sunday night the office of the *Togasaki* hotel, a Japanese firm, was attacked by a mob and partially destroyed. Anti-Japanese agitation has broken out at Los Angeles.

According to a Tokyo dispatch, M. Luke E. Wright, the U.S. Ambassador in Tokyo, has expressed surprise at the exclusion of Japanese children from schools in San Francisco. He has immediately communicated with the Washington Government asking for full information of the real state of affairs, and an answer is expected in a few days. Mr. Wright is reported to have expressed his regret that there should be any among his countrymen who would resort to such measures. In his opinion, the movement may have been started by only a small section of the local community for their own purposes, and the event may have been exaggerated by newspaper correspondents. The American nation is in sympathy with the Japanese, and the U.S. Ambassador is confident that recent events in San Francisco will not disturb the friendship existing between the two countries—*Asahi Chronicle*.

THE NATION'S PILLS.

£2,500,000 SPENT ANNUALLY ON PATENT MEDICINES.

The people of Great Britain are probably the world's champion consumers of "patent medicines." The pills which Englishmen and Scotsmen swallow annually, and the other secret physics which they patronise, add one-third of a million sterling to the national income, and supply a striking page in the report of the Commissioners of Inland Revenue.

The money comes to the State from the stamps that are affixed to those articles of merchandise. During the year ended March 31st this source brought in £24,112. The duty on a box of pills selling for 1s. is 1d., and the duty on a half-crown bottle of syrup is 3d. From these data it would seem that the people of England and Scotland spend something like £2,500,000 a year on patent medicines—a vast expenditure certainly, which suggests that indigestion is a national characteristic.

The figures for a series of years show how steadily the partiality for patent medicines is maintained:

Year	1905-6	1904-5	1903-4	1902-3
£	2,344,112	2,331,439	2,323,446	2,333,371

SAFEGUARDING OF BRITISH SUBJECTS

AND THEIR TRADE IN CHINA.

"The people in the interior of the empire are being taught that there is danger to be feared from foreigners' designs upon China, and that they must, therefore, be prepared to defend their country against them." "Mysterious omens and tokens of the gods' displeasure are reported from the provinces top. Young lads and girls are losing their queues (pig-tails and plaits) in the night. Chickens are robbed of their wing feathers, money is taken from locked chests and mysterious tokens left instead." So letters from China inform the writer. All these are signs that old residents will recollect occurred both before the massacre of the French at Tientsin in 1870 and the Boxer troubles some thirty years later, writes "W. F." in *Pall Mall Gazette*.

But arousing the dormant suspicion and dislike of foreigners, mixed in the Chinaman, the result of his colossal ignorance of Western methods and purposes, continually played upon too, as it is, by the anti-foreign element, is a most dangerous proceeding, even if the motive underlying it were only to reconcile him to the creation of a huge army, with its reserves on Japanese lines. The "American boycott" riots, the attack on the foreign settlement at Shanghai, the murders of the missionaries and other British subjects, the stabbing and leaving for dead of an Australian doctor—an ordinary tourist—are all the direct results of this artificially worked-up animosity. By the display of tactical firmness a British Government can always ensure that no serious trouble will come in China. But let Peking once grasp the fact that a British Government is weak and incapable, as is the case at present, and the relations between the two countries at once get into a tangle such as we now see, till repeated cases of bad faith and outrages compel a resort to drastic action. Thus, with regard to the Chinese Customs, the latest development is that Sir Robert Hart has twice received "verbal instructions" from his new Chinese superiors to continue the administration of the Customs as heretofore, and that he proposed returning to Peking to issue a circular embodying those instructions. But such verbal messages are nothing but an added insult, and quite tally with Prince Ching's "terminological inexactitudes" in answer to the "gentle remonstrances" (to which the ever well-informed Peking correspondent of the "Times" sarcastically alluded) when his Highness Ching repeatedly declared that "nothing has been changed" regarding the control of the Customs. Now Sir Robert Hart will only be really reinstated satisfactorily when a fresh Imperial Edict is issued cancelling the former one of May 9, which appointed Tang-shao-yi and his colleague "Comptrollers of the Customs." For not until these interlopers are removed, their offices closed, and their salaries withdrawn, and Sir Robert's office restored to its proper status as a Department of the Chinese Foreign Office, will this be the case. If that is not done we know, in Sir Robert Hart's own words, what will happen—that is, "the absorption and disappearance of the inspectorate sooner or later." Now, the inspectorate, i.e., British control of the Customs, is the bulwark of British trade in China. Without it this would, as Peking desires it to do, fall before the insidious attacks of the anti-foreign officials and the system of universal corruption now prevailing. What this would mean is little realised by our Government or people at home. For the amount of British capital invested, one way and another, in China, and dependent on the continuance and prosperity of our trade there, is little short of the amount represented by the National Debt. The "Times," ever its ready supporter, and sometimes, in the past, the sole guardian of British interests there, estimates that more than £2,000,000,000 of British capital is locked up in Shanghai alone.

Then there is the old question of piracy on the Delta and adjacent waters. In this connection the writer's friends state that the funeral of the Rev. R. J. MacDonald, M.D., was made the occasion of a most remarkable demonstration of respect and regret by the British and Chinese communities who attended it in large numbers; whilst both were equally indignant at the loss of such a valuable life (which will be severely felt in educational, medical, and many other circles) through the ferocity of the Delta pirates, who blew the doctor's brains out whilst he was attending to the grievously wounded captain. The removal of the anti-foreign Cantonese Viceroy Shum, whose lax administration was held responsible for these outrages by British and Chinese public opinion on the spot, was not due, the writer believes, to our people's outcry, but to his trouble with the powerful Guilds of which the *Pall Mall Gazette* gave an account last April. The new Viceroy, Chau-fu, as the writer recollects quite well, is a very good official, but old and weakly. He is known by Yuan-Shik-ka's "man," however, which accounts for the appointment, and may get him help at need. But as our present Government is evidently quite content to leave the safeguarding of British subjects, their shipping, and trade to the care of Peking and the local authorities, plus "gentle remonstrances" when murders or attempts to plunder or molest these occur, it may interest the reader to know how those same authorities act after being gently "remonstrated" with. After five piratical attacks or attempts on British steamers (besides the capture of an American oil vessel) had occurred in these waters in about as many weeks, his Excellency Shum, who was not only Viceroy of the two Kwang provinces, but Hoppo and Governor of Canton, issued a proclamation addressed to his subordinate officials, announcing that, "after long and careful investigation, he has discovered that the guarabots which should patrol the West River have become scattered about like the stars in heaven or the chessmen on a board." His Excellency therefore ordered General Wong-Pui-Tung, who is well known for his ability in discovering robbers, to take a

(Continued on page 6.)

VICEROY TING CHEN-TO.

H.E. Ting Chen-to, at present Viceroy of Yunnan and Kweichow, has sent a despatch to Viceroy Shum of Canton to the following effect:—

"As I am about to take up my new appointment as Viceroy of Fukien and Chekiang, I hope you will hand over your real office at an early date to your successor, at the same time, I wish you every success during your term of office in Yunnan and Kweichow."

[Seal of Ting Chen-to.]

OPPOSITION TO HIS APPOINTMENT.

It appears that those of the Foochow gentry who were concerned in the sending of the other day of a protest to Peking strongly opposing the appointment of H.E. Viceroy Ting Chen-to, of the Yun-Kwei provinces, to Foochow to take up the post of Viceroy of Min-Ché, have been hard put to it to get out of the embroglio since the receipt of a telegram by the Foochow Telegraph authorities from that Viceroy demanding to know who were the persons that sent the protest to Peking. Several subterfuges have been since offered, all of which the *N.C.D. News* believes, were of no avail. The latest is that a telegram in the name of Mr. Chen Feh-Chan, President of the Educational Association of Fukien province, was recently sent to Viceroy Ting-Chén-to denying entirely the charge that any protest has been sent to Peking.

AN EXCITING CHASE.

INDIAN FIREMAN ROBBED.

After an exciting chase in and out of the Central Market yesterday afternoon, in which a number of persons took part, a Chinaman named Sze Chau Kwai, a boarding house runner, residing at No. 1, First Street, West Point, was run to earth in Connaught Road Central and arrested by *lukung* 906 and taken to the Central Station. The complainant was Yalya Mahomed, an Indian fireman, employed on board the French steamer *Touraine*.

The fireman said he was walking along Queen's Road Central shortly after the tiffin hour yesterday. Suddenly the prisoner rushed past him, picked a purse containing two gold sovereigns and other foreign coins out of his coat pocket, and bolted down the road, in the direction of the Central Market. With the fireman behind him, the thief, purse still in his hand, ran through the Central Market and made his exit in Des Vaux Road, going westward. A *lukung* in plain clothes, who was waiting for a tramcar, saw the coolie and the crowd rush past him, took up the chase, and arrested the thief in Connaught Road, after a hard sprint. The purse, with the contents intact, was recovered.

Inspector Ritchie, who was on duty at the time, placed the coolie before Mr. H. H. J. Gompertz the same afternoon, owing to the early departure of complainant's ship. Evidence was called, and his Worship sentenced the coolie to six weeks' hard labour and six hours' stocks. The smart capture (on the part of *lukung* 906) should be brought to the notice of his superiors.

THE TANJONG PAGAR DOCK EXPROPRIATION.

A correspondent at Singapore, who signs himself A.B.C., writes as follows to the *Financial News*:—

At one of the general meetings of the company last year Mr. John Anderson, a former chairman of the company, asked on this point a question which, as it touched a matter of general interest to the shareholders, should at once have received a reply. The chairman, however, did not apparently like to reply, and the legal adviser to the company, forgetting that he was not merely the legal adviser of the chairman, came to his rescue, suggesting that, no previous notice having been given, the question could not be put. Unfortunately, there was nobody there to tell the lawyer that he was wrong.

Shortly afterwards, another shareholder having expressed the intention to put the same question at the next meeting, and secured the assistance of another legal adviser by transferring to his name one of his shares, the board at once gave the information in writing to avoid giving it at a public meeting. From that reply, it was discovered:—(1) That on Sept. 9, 1904, the Colonial Office had sent a letter to the London Committee of the Tanjong Pagar Dock Company, which was not merely speaking of intentions but gave formal notice of the irrevocable decision of the Government to expropriate their property. (2) That on Dec. 12, 1904, the London Committee had telegraphed the information to the Singapore Board. (3) That only on 21st of same month a circular was posted to all shareholders to inform them of the Government's intention.

It must not be forgotten that shortly before this time the price of shares had been about £380; but, on account of the information that the board would have to raise a loan of some £12,000,000 for repairs and improvements of the docks, and that in consequence for many years dividends might have to be reduced, the price had gone down to about £320. From a reply given by the Colonial Secretary in the House of Commons to a question, we know that the price asked by the directors was about £700 a share, and the result of the arbitration has confirmed that the price asked was not exorbitant. We also know that the Government decided at that time not to try to buy shares at about £320, considering that it would not be fair to the shareholders to do so.

Moreover, between December 10 and December 21, 1904, while shareholders remained in ignorance of the Government's decision, several hundred shares changed hands in Singapore, and some people say that they were actually induced to sell by brokers, who said the order was for some special investments to be made in London before the end of the

year, and the buyers, "who ought to know," assured that there was no other reason for the momentary demand. These shareholders now say that had they been informed at once of the Government's decision, and that the directors were calculating the value of the property at about £700, or if, at least, they had been warned not to sell, they would certainly not have sold their shares at about £240.

They further say: If the board kept the information secret for 12 days in the interest of all shareholders, who on December 6 were the actual owners of the property, that the Government had decided to expropriate (which may be fully justified by the result of the award), then it is only right and fair that the company should compensate the few who have suffered the benefit of the great majority of their co-shareholders. It is now hoped that this will be done—it would only make a difference of a few dollars on the amount of 37,000 shares, and it is expected that none of the shareholders, who have made such a good bargain, would object.

CHINESE POLICEMAN CONVICTED.

SENT TO GAOL FOR THEFT.

The record gambling raid which was executed on Sunday night at Quarry Bay, in which sixty-five men were captured, was the cause of a *lukung* (No. 248), from No. 2 Police Station, going wrong. The *lukung* in question, after the raid was made, had charge of one of the leaders of the gang, and when his prisoner was searched at Shau-ki-wan Police Station, the man's property, which consisted of a silver watch and chain, a Mexican dollar, a cigarette-holder and a girdle, was handed over to the *lukung* for safe-keeping. The man was convicted at the Magistracy yesterday morning and sentenced to pay a fine of \$50, or go to gaol for two months. He decided to go to gaol. It was then the duty of the *lukung* to return the man his property, preparatory to removing him into gaol. Then the gaol people looks after the property until the expiration of the sentence. When the case was over the *lukung* returned the prisoner his girdle only and kept the remainder of the property. Sergeant Lee, who was standing near by, overheard the prisoner ask the *lukung*: "Where is my watch and chain you took from me last night?" and also saw the *lukung* leave the prisoner's waiting room immediately afterwards. The sergeant followed the *lukung* and was just in time to see him take the watch and chain out of his pocket to hide them at the back of the Court. The *lukung* was then arrested and charged with theft. He came before Mr. H. H. J. Gompertz this morning. He denied the charge, and explained to the Court that the whole affair was a matter of jealousy. Inspector Gourlay, who prosecuted, gave evidence a very good character, and his Worship, in sentencing him to three weeks' hard labour, remarked that owing to his good character he would not give him stocks.

THE GRAVE QUESTION.

Mr. Tong E. Chee, of No. 5 Pak Fu Lane, submitted an application to the Sanitary Board at their meeting this afternoon, for permission to mark out a large grave space, 12 feet by 12 feet, on Section "B" of the Chinese cemetery at Mount Caroline, for which he was prepared to pay the fees as required by the bye-laws. The applicant was informed that the bye-laws only provided for the extensions of grave spaces to 12 feet by 12 feet in Section "E" of that cemetery, and moreover they only provided for the marking out of grave spaces for immediate use. Applicant then asked to be allowed to mark off grave spaces of the regulation sizes in section "B."

Mr. Lau Chi Pak minutes on this: Pending the selection of another site for a new cemetery by the committee, can't it be so arranged as to let applicant have the three grave spaces in section "B."

The Hon. the Registrar General said: I don't think this should be granted; space is very limited in the cemeteries.

The Hon. the Principal Civil Medical Officer said: If the applicant has bodies which he wishes to be buried well and good, but if not I do not think spaces should be granted in advance.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:— On the 29th at 4.15 p.m.—Orders issued to hoist the Black Cone point downwards and Drum. (Typhoon S.E. of Colony within 300 miles.)

On the 30th at 6.40 a.m.—Orders issued to hoist the Black Cone point downwards (typhoon S. of Colony within 300 miles) and at 11.15 a.m. to hoist the Black Cone point downwards and Ball (typhoon S.W. of Colony within 300 miles).

The barometer is inclined to rise in Hongkong. It has fallen over the E. coast of China, S.W. Japan and the Lapcheos.

The depression in the China Sea appears to be situated to the S.S.W. of Hongkong, and to be moving towards Hainan.

A depression is lying also over the Yangtze Valley. Pressure is highest over W. Japan.

Rough weather is indicated over the N.W. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, fresh; squally, showery.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamook, E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, N. and N.E. winds, strong to gales.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong Fire \$332, China Fire Insurance Co. \$95, H.K. C. and M. Steamboats \$164, Shell Transports 30/-, Rauba \$10, Hongkong Hotels \$112, Humphreys Estates \$112, Electric \$15, Tramways \$215.

Sellers:—Unions \$775, Cantons \$300, China Fire \$96, Indo-Chinas \$73, China and Manilla \$23, Douglas \$41, China Sugars \$147, Hongkong Docks \$152, Kowloon Wharves \$90, Shanghai Docks \$101, Hongkong Land \$68, West Point \$50, Cottons \$13, China Borneo \$10, Cement \$10, Ice \$236, Ropes \$23, China Light and Power \$10, A. S. Watsons \$12, Powells \$8.

Sales:—Hongkong Banks \$877, Rauba \$10, Dairy Farms \$17, Electric \$15.

Nominal:—Hongkong Wharves \$15, 235.

To-day's Advertisements.



NOTICE.

IT is hereby notified that, on and after THURSDAY, the 1st November, the SUPPLY OF WATER in the Rider Main Districts will be controlled by bringing the Rider Mains into operation and that the water will be turned on to each Rider Main daily for two consecutive hours between the hours of 6 A.M. and 6.30 P.M.

Particulars concerning the hours of supply to any property can be obtained on application to the Water Authority, the Tug Wa Hospital or the Registrar General.

W. CHATHAM,
Water Authority.

Public Works Department,
Hongkong, 29th October, 1906. [1049]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th October, 1906. [1052]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 2nd November, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD

FURNITURE,

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELED GLASS, WRITING TABLES, TEAKWOOD SIDEBOARDS and DINNER WAGGONS with GLASS, MARBLE-TOP WASHSTANDS, GLASS and CROCKERY WARE, PICTURES, &c., &c.;

ALSO

A Fine Selection of CARVED BLACKWOOD CABINETS and DESKS, One COTTAGE PIANO by Haake, Hanover, One GRAMOPHONE and RECORDS;

One CASH REGISTER.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 30th October, 1906. [1051]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
ON

THURSDAY,

the 8th November, 1906, at 12 o'clock Noon,

FOR ACCOUNT OF THE CONCERNED,

The American Steamer

"YRUNA,"

with all her Anchors, Chains and Appurtenances, &c., to be sold on Board as she now lies off the Cosmopolitan Docks.

PARTICULARS:

Tonnage.....805.34 gross;

Length.....190 feet.

Beam.....25 "

Depth.....13 "

Speed.....9 1/10 knots.

The Engines are of the Compound surface condensing type. I.H.P. 430.

For further particulars, apply to the Undersigned.

TERMS:—25% of the purchase money to be paid by the purchaser on the fall of the hammer, and the balance to be at the purchaser's risk on the fall of the hammer.

N.B.—A Steam Launch will leave Blake Pier at 11.30 A.M. on the day of the sale, to convey intending purchasers.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th October, 1906. [1058]

DISTRICT GRAND LODGE

SCOTTISH FREEMASONRY IN HONGKONG AND SOUTH CHINA.

BRETHREN of the above Lodge are requested to attend the funeral of the late Brother C. F. FOCKEN which will pass the Monument, Happy Valley, at 8.30 A.M. TOMORROW, 31st instant.

H. HORLEY,
District Grand Secretary.

Hongkong, 30th October, 1906. [1053]

Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, &c.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [38]

TO INVESTORS.

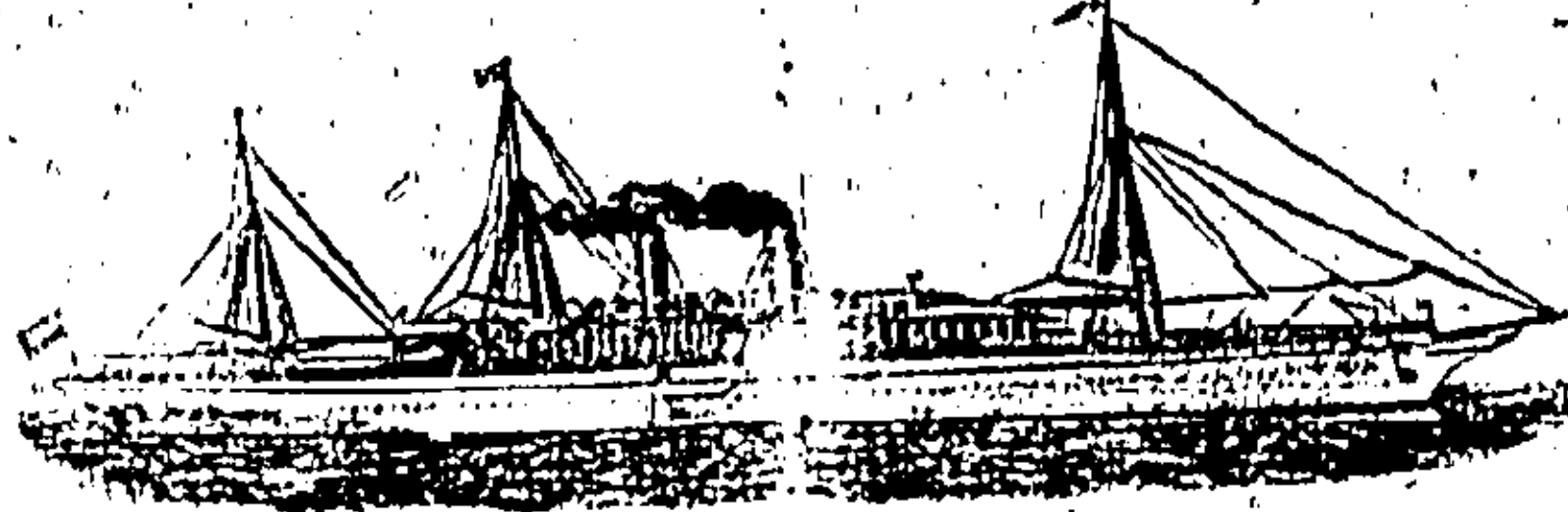
There is no better investment than obtaining our

CLUB.

The always popular

Whisky. A blend not

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA".....6,000.....		THURSDAY, November 22.....	December 10
"ATHENIAN".....3,882.....		WEDNESDAY, November 28.....	December 22
"EMPERESS OF JAPAN".....6,000.....		THURSDAY, December 20.....	January 7
"MONTEAGLE".....6,163.....		WEDNESDAY, December 26.....	January 19
"TARTAR".....4,425.....			
"EMPERESS OF CHINA".....6,000.....			

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Patrial "EMPERESS" Steamships, 14,500 ton register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN	"CHEONGSANG" THURSDAY, 1st November, 4 P.M.	
SHANGHAI	"KWOONGSANG" FRIDAY, 2nd November, 4 P.M.	
MANILA	"LOONGSANG" FRIDAY, 2nd November, 4 P.M.	
SANDAKAN	"MAUSANG" SATURDAY, 3rd November, 4 P.M.	
SGAPORE, PENANG & CALCUTTA	"KUMSANG" SATURDAY, 3rd November, 5 P.M.	

* These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 29th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSING".....	2nd November.
SHANGHAI	"NINGPO".....	3rd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" *.....	12th "

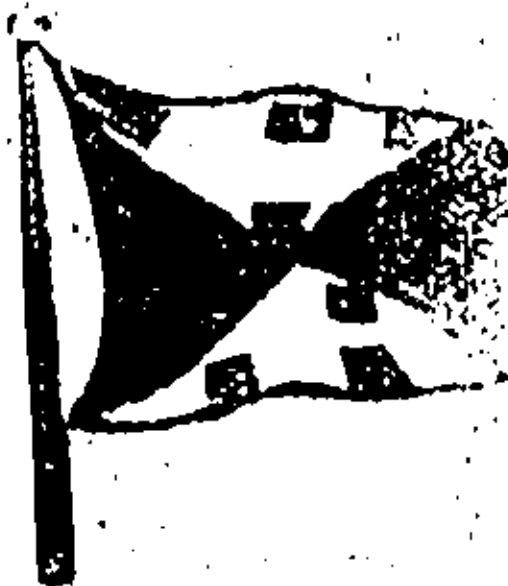
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI.....	2540	R. Almond.....	MANILA VIA AMOY	FRIDAY, 2nd Nov., at 5 P.M.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship "BRAEMAR".....20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the
"SCANDIA" and "SILESIA." The steamers are specially built for the tropics
and have luxurious Passenger accommodation first class. Cabins Amidsip,
lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses
carried. Laundry on board. Return tickets issued at reduced rates for two years
available, through tickets to be had to London via Havre and to New York via
Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND
TIENTSIN VIA SHANGHAI.

RHENANIA.....	Capt. v. Hoff.....	5th November.
HOHENSTAUFEN.....	Jaeger.....	2nd December.
SILESIA.....	Bahle.....	2nd January.
SCANDIA.....	v. Doshren.....	1st February.
HABSBURG.....	Filler.....	4th March.
RHENANIA.....	v. Hoff.....	3rd April.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG.....	Capt. v. Hoff.....	2nd November.
RHENANIA.....	Jaeger.....	14th December.
HOHENSTAUFEN.....	Bahle.....	11th January.
SILESIA.....	v. Doshren.....	8th February.
SCANDIA.....	Filler.....	22nd March.
HABSBURG.....	v. Hoff.....	5th April.
RHENANIA.....	Jaeger.....	17th May.
HOHENSTAUFEN.....	Jaeger.....	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, RHENANIA..... 5th November.
FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA..... 13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen,
Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the
Levante, Black Sea and Baltic Ports, North and South American Ports.
Also via Aden or Port Said by the Arabic Persian Service to Arabian and
Persian Gulf Ports.

FOR HAVRE and HAMBURG.....	HABSBURG.....	2nd Nov.
FOR ANTWERP and HAMBURG.....	TEUTONIA.....	10th Nov.
FOR HAVRE, BREMEN and HAMBURG.....	BRISGAVIA.....	16th Nov.
FOR HAVRE and HAMBURG.....	SEGOVIA.....	20th Nov.
FOR HAVRE and HAMBURG.....	SITHONIA.....	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	RHENANIA.....	14th Dec.
FOR HAVRE and HAMBURG.....	C. FERD. LARISZ.....	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	ANDALUSIA.....	11th Jan.
FOR HAVRE and HAMBURG.....	ALESIA.....	25th Jan.

Hongkong, 29th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship

"VEDDO."

Captain Cowley, will be despatched for the
above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 3rd October, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on
or about the 15th of November, and will be
followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or
about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched
as above, middle of December.

Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamer has splendid Accom-
modation and is fitted throughout with Electric
Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager,
York Buildings,

Hongkong, 4th October, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the Owners will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour:—
"EKASOMI," British ship, Captain McBurnie—
Doddwell & Co., Ltd.

lost, losing only a few killed and seven pri-
soners in fighting their way through. But
whether we turn to the lack of security for
foreigners, who are now forbidden to travel in
certain districts, or to the last and very
serious breach of faith with this country,
the stopping of the Canton and Hongkong
Railway (via British Kowloon) construction,
on a most frivolous pretext, which has just
been added to the already long list of
similar signs of ill-will to this country, or to
the danger of a fresh Boxer outbreak, the out-
look in China becomes more serious with every
mail. Perhaps, too, it might be advisable for
Lord Kitchener to consider if, in the near future,
he will be able to spare an army corps from
India for a campaign. For, as those who can
recollect China from the 'sixties, and know the
history of our relations with her Court since the
year of the "Great Queen's" accession, are well
aware, such a course as that which our Govern-
ment are now pursuing there has always ended
in the necessity for the despatch of an expedition
from the neighbouring empire. The report of
the intended strengthening of the British and
French Legation guards at Peking is a "straw
that shows which way the wind blows," as may
also be the murder of the Austrian Vice-Consul
at Tientsin—who was a German—because the
Chinese people detest his countrymen above
all foreigners, owing to the doings of "the
Mailed Fist" in China.

"XEMA" TURN BACK.

EXPEDITION NOT ALLOWED TO LAND
ON DIAMOND ISLAND.

It now appears that the Xema treasure-
hunting expedition was prevented from landing
on Diamond Island by the action of the Cape
Colonial authorities. A message in these
terms has been received from a member of the
expedition:

The Government has interfered; sent a
cruiser to stop us; forbidden to go ashore.
Mr. Kenyon Collis, of the Collis Diamond
Syndicate, stated Sept. 25 that he was still
unable to make any public communication
until his directors had met. The directors had
been called together for Sept. 26, and it might
be possible for him to make some statement
subsequently.

Mr. Collis, referring to the variation of the
reports as to a landing on the island, said that
he must have been misunderstood when he
was said to have declared that the expedition
were on the island for three days. The vessel
remained in the neighbourhood of the island
for three days.

APPEAL TO AGENT-GENERAL.

The Agent-General for the Cape in London,
Sir Thomas Fuller, Sept. 25, received a deputa-
tion from the Collis Diamond Syndicate in
reference to the report that the Xema Expedi-
tion had been prohibited by proclamation of
the Cape Government from prospecting on
Diamond Island.

The proceedings were private, but it is
understood that the deputation sought for
definite information, and they asked the
Agent-General if he had received intimation
of any proclamation by the Cape Government,
and if he knew whether instruction had been
issued to the Cape Squadron to stop the ex-
peditionary ship from landing.

Sir Thomas Fuller, stated that matter was
one which did not come within his province,
and entirely concerned the Cape Government.
He had, however, received no official infor-
mation.

The general manager of the syndicate has
declared that it is proposed to seek an inter-
view with Dr. Jameson on the subject. The
syndicate consists of 400 shareholders, many of
whom occupy high and influential social posi-
tions, and they are determined to stand up for
their legal rights in this matter.

The directors will "fight the matter right
through if necessary." They had practically,
said the manager, been encouraged by the
Cape Government to put their capital into the
venture, and they were indignant at the possi-
bility of being thwarted.

He suggested that if the Cape Government
had taken action it had been influenced by
other diamond interests.

DIAMOND HUNTERS TO LAND.

Cape Town, Sept. 27.

The officers of the steamer Xema made no
protest against the prohibitory Government
proclamation which was handed to them
yesterday.

Quite unexpectedly, however, they have been
informed to-day that they will be allowed to
land on the Guano Islands, but only as a
temporary visit, and under strict supervision by
Cape Government agents. Moreover, any
disturbance of the soil is strictly forbidden.

At the moment of cabling the Xema is
anchored close in shore. Smoke is coming
from her funnel, and it is believed that she will
shortly take her departure.—Central News.

DEPUTATION TO DR. JAMESON.

Dr. Jameson, the Cape Premier, yesterday
received at the offices of the Agent-General
for Cape Colony a deputation of representa-
tives of the Collis Diamond Syndicate in
reference to the order of the Colonial Govern-
ment preventing the Xema expedition landing on
the Guano Islands.

The deputation consisted of Capt. A. L.
Hughes-Hughes, R.N., and Mr. Arthur Land-
berg (diplomats). Mr. F. Kenyon Collis (gen-
eral manager), Mr. H. G. Camplin (solicitor),
and Mr. G. Bond (secretary), and the proceed-
ings were private.

Dr. Jameson listened carefully to the de-
putation, who put before him the facts with re-
gard to the enterprise, and all the information
in their possession concerning the steps taken
by the Cape Government to prohibit the land-
ing of the expedition.

The members of the deputation are not pre-
pared to say more than that they were well
satisfied with the reply of Dr. Jameson.

It is understood that the syndicate has no
objection to give an undertaking to indemnify

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"
Captain C. D. Goldsmith, carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 3rd Novem-
ber, at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Hyades*, 6,225 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement,
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*
due in London on the 15th December, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Su. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "AUSTRALIEN."

Captain A. Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 13th November,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 27th November.S.S. *ERNEST SIMONS* 11th December.S.S. *POLYNESIE* 25th Decemr.S.S. *CALEDONIE* 8th January.G. DE CHAMPEAUX,
Agent.

Hongkong, 30th October, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

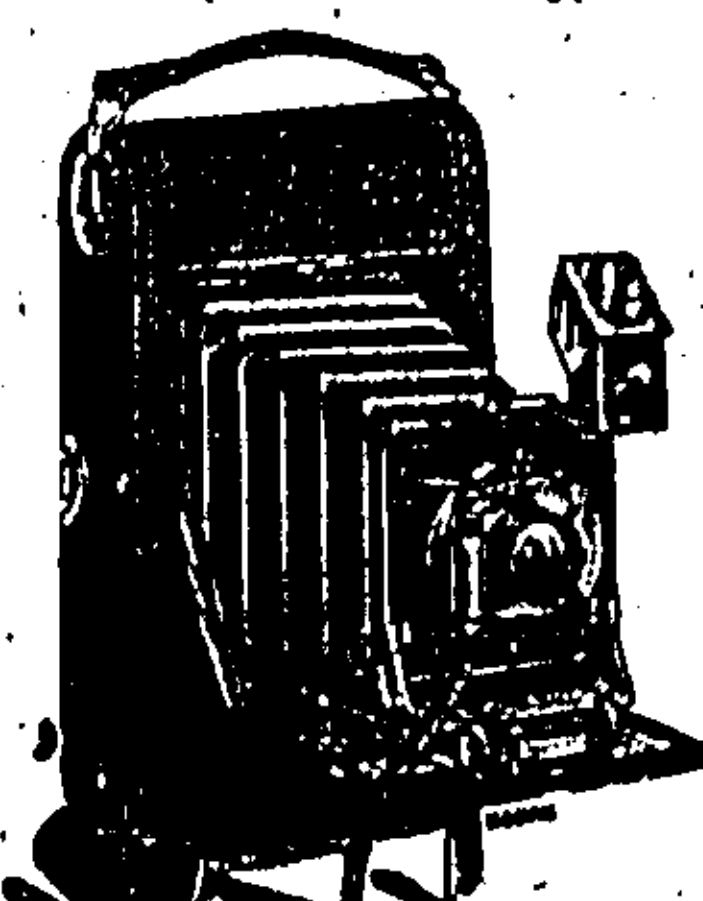
&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ATWORKING ACCOUNT. LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$210,000 \$152,735 \$150,000 }	\$1,712,472	{ £1.15/- @ Ex. 2 1/4 = \$16.47 for first half- year 1906	5 1/2 %	{ \$820 sellers London 295
National Bank of China, Limited.....	49,925	£7	£6	{ \$1,675,000 \$2,000,000 £100,000 Tls. 100,000 Tls. 50,000 }	\$74,099	\$2 (London 3/6) for 1903	...	\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$233,638	\$20 for 1905	6 1/2 %	\$300 sales
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 85 ex div. s.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$2,792,271	Interim div. of 130 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$172 1/2 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$344,098	\$6 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$422,618	\$25 for 1904	7 1/2 %	\$33 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited.....	10,000	\$25	\$25	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$26 1/2 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	£2,452	10/- @ ex. 2 1/4 9/16 = \$1.60	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 231,156	Interim dividend of Tls. 2 1/2 a/c 1906	9 1/2 %	Tls. 56 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$128	1/- (Coupon No. 6) for 1905	4 %	Tls. 50 1/2 buyers
Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 buyers
MINING.								
Anglo-Siam Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$10,914	Final of \$15 making \$25 for 1905	12 %	\$147
Anglo-Siam Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 3,723	\$3 for 1907	...	\$12 sellers
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$8,915	\$3 for 1905	5 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$90
Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$392,087	\$6 for first half-year ending 30.6.1906	8 %	\$152 sellers
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$2,221	\$1 for 1905	6 1/2 %	\$16 1/2
Shanghai Dock and Engineering Co., Ltd.	45,700	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 102 buyers
Whanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 57,665	Interim div. of Tls. 8 on account 1906	6 %	Tls. 232 1/2 sales
Whangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	none	First year	10 1/2 %	Tls. 102
Shanghai House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 sales
Central Stores, Limited	6,000	\$15	\$15	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	14,719	\$2.20 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	none	2 1/2 on \$7 1/2 for 1905	...	\$15 1/2 buyers
Do. (Founders)	123	\$15	\$15	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$10,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$108 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 1,935	Final of 6 1/2 = 10 % for 1905	16 1/2 %	Tls. 15 1/2 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Thompsons Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$5,070	80 cents for 1905	7 %	\$11 1/2 buy
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	none	Interim div. of \$2 account 1906	8 %	Tls. 55
West Point Building Company, Limited	12,500	\$50	\$50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$772	...	...	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 18,718	3 % a/c 1898	...	Tls. 70 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$1,066	\$7 for 1905	7 %	\$100 buyers
Heil's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	£856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 61 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$1,219	60 cents for 1905	6 %	\$10 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$6	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$1,581	80 cents for 1905	8 1/2 %	\$9 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$2,804	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$52,291	Int. div. of 75 cents for 1st year ended 30.6.06	10 1/2 %	\$19 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$15 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$115 buyers
Hongkong Ice Company, Limited	5,000	125	125	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$3,776	Int. div. of \$4 for 4 year ended 30.6.06	8 %	\$356
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$5,813	\$5 for 1905 on 5 shares	7 1/2 %	\$13 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$1 buyers
Maatschappij tot Mijn, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 232 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Dr. P. 34,374	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 132 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sales
Shanghai Waterworks Company, Limited	{ 8,175 7,200 6,000 20,000 }	{ £20 £20 £25 \$5 }	{ £20 £20 £25 \$5 }	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 190,000	Interim div. of 5/- for 1st year 1906	...	Tls. 350 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Dr. \$41,934	None	...	\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Swanton Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$752	70 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$752	\$9.90 for year ended 31.5.1906	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$12 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$5,000 \$204,738 \$23,562 \$250,000 \$600,000 \$144,376 \$120,000 }	\$182	Final of 35 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8 sales
DIVIDENDS PAYABLE:—								
Chinese Engineering and Mining Co.							1/-	November 2nd